



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## BOARD OF DIRECTORS MOBILE SOURCE COMMITTEE

### COMMITTEE MEMBERS

TIM SMITH - CHAIRPERSON  
ROBERTA COOPER  
JERRY HILL  
DENA MOSSAR  
GAYLE UILKEMA

SHELIA YOUNG – VICE CHAIRPERSON  
SCOTT HAGGERTY  
JULIA MILLER  
MARLAND TOWNSEND

THURSDAY  
DECEMBER 12, 2002  
9:30 A.M.

FOURTH FLOOR CONFERENCE ROOM

### AGENDA

1. **CALL TO ORDER - ROLL CALL**
2. **PUBLIC COMMENT PERIOD** (Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3) *Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to five (5) minutes each.*
3. **APPROVAL OF MINUTES OF SEPTEMBER 12, 2002**
4. **ALTERNATE FUEL INFRASTRUCTURE PROJECT**

**T. Perardi/4667**  
[tperardi@baaqmd.gov](mailto:tperardi@baaqmd.gov)

*Consider recommending that the Board of Directors approve a project for a Liquefied Natural Gas Refueling station in Oakland with Waste Management of Alameda County. Funding up to \$250,000 will be available from the California Energy Commission's Carl Moyer Alternative Fuel Infrastructure Program.*
5. **REPORT ON SHUTTLE PROJECTS**

**T. Lee/4970**  
[tlee@baaqmd.gov](mailto:tlee@baaqmd.gov)

*Receive a report on the status of shuttles in the Bay Area and an ongoing Bay Area Clean Air Partnership (BAYCAP) project to coordinate shuttle programs, including highlights of successful shuttle programs.*
6. **VEHICLE BUY BACK PROGRAM**

**T. Perardi/4667**  
[tperardi@baaqmd.gov](mailto:tperardi@baaqmd.gov)

*Receive a report on the eligibility of abandoned vehicles for the District's Vehicle Buy Back Program.*
7. **PROMOTING BIODIESEL**

**T. Perardi/4667**  
[tperardi@baaqmd.gov](mailto:tperardi@baaqmd.gov)

*Consider recommending that the Board of Directors approve staff recommendation to use up to \$75,000 of Diesel Back-Up Generator Mitigation Funds received from the California Air Resources Board to study the use of biodiesel and to develop a pilot project regarding biodiesel.*

**8. REPORT ON LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (LAVTA) PROPOSAL FOR NO FARE TRANSIT ON SPARE THE AIR DAYS**

**T. Lee/4905**

[tlee@baaqmd.gov](mailto:tlee@baaqmd.gov)

*Staff will report on a proposal to have no fare transit on the Livermore Amador Valley bus system to reduce vehicle emissions on Spare the Air days.*

**9. COMMITTEE MEMBER COMMENTS/OTHER BUSINESS**

*Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may; ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

**10. TIME AND PLACE OF NEXT MEETING: 9:30 a.m., January 9 2003, 939 ELLIS STREET, SAN FRANCISCO, CA.**

**11. ADJOURNMENT**

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
939 ELLIS STREET  
SAN FRANCISCO, CALIFORNIA 94109  
(415) 771-6000**

**DRAFT MINUTES**

Summary of Board of Directors  
Mobile Source Committee Meeting  
9:30 a.m., Thursday, September 12, 2002

**1. Call to Order – Roll Call:** 9:30 a.m.

**Roll Call:** Shelia Young, Acting Chair, Roberta Cooper (9:39 a.m.), Scott Haggerty (9:55 a.m.), Jerry Hill, Julia Miller, Dena Mossar, Marland Townsend, Gayle Uilkema.

**Absent:** Tim Smith.

**2. Public Comment Period:** There was none.

**3. Approval of Minutes of August 8, 2002:** Mr. Townsend moved approval of the minutes; seconded by Ms. Miller; carried unanimously by acclamation.

**4. Transportation Fund for Clean Air FY 02/03 Regional Fund Grant Awards:** *The Committee considered approval of TFCA Regional Fund grant awards for FY 02/03, including \$9.8 million to 34 public agency projects, \$1.3 million to the Lower Emission School Bus Program, and an increase of \$1.5 million to the District's Vehicle Buy Back Program.*

David Burch, Senior Environmental Planner, presented the report and reviewed the background, the process used to evaluate and score the applications, and the evaluation criteria. There were 34 projects that achieved the minimum 40 point score for a total of \$9.8 million in requested TFCA Regional Funds. There will be 432 tons of emission reductions from these 34 projects. The additional funds for the Vehicle Buy Back (VBB) program will allow the program to continue through October 2003. Mr. Burch stated staff recommends the following: (1) Board approval of staff recommendations for fiscal year 2002/03 TFCA Regional Fund grant awards in the amount of \$9.8 million for 34 public agency projects; (2) Board approval of allocation of \$1.5 million in additional TFCA Regional Funds for the Vehicle Buy Back Program; and (3) Board approval of allocation of \$1.3 million in TFCA Regional Funds for the Lower Emission School Bus Program.

There was discussion on several of the projects on the TFCA FY 02/03 Regional Fund Grant Awards and the possibility that the District take a larger, more regional look at some of these projects. The Committee requested that the full background on each of the projects be available for review, if requested, and that the project type be listed on the chart.

## DRAFT

**Committee Action:** Ms. Uilkema moved approval of the staff recommendations with respect to the Transportation Fund for Clean Air (TFCA) Regional Fund Grant Awards for Fiscal Year 2002/03; seconded by Mr. Haggerty.

During discussion, the Committee requested staff research the feasibility of a pilot project with respect to free transit on Spare the Air days, how it could be implemented, and possible funding sources. The Committee also requested staff research information on abandoned vehicles, whether the vehicles meet the criteria for the District's VBB program, and whether the VBB policies need to be amended to include some of these vehicles. After the discussion, the motion passed unanimously by acclamation.

5. **Amendment to Transportation Fund for Clean Air-FY 02/03 Program Manager Funds:** *The Committee considered approval of requested amendment to Contra Costa County Program Manager expenditure program for FY 02/03.*

Mr. Burch presented the report and provided the background and a brief overview of each of the three projects. Staff recommends Board approval of allocation of a total of \$212,996 in TFCA funds as an amendment to the Contra Costa County Program Manager TFCA FY 2002/03 expenditure program, awarding the funds as follows: (1) \$121,834 to the City of Antioch for the Mokelumne Trail Gap Closure project; (2) \$40,469 to the City of Orinda for the Moraga Way/Bryant Way Pedestrian Enhancement project; and (3) an additional \$50,693 for Contra Costa Commute Alternative Network.

**Committee Action:** Mr. Townsend moved approval of the staff recommendation with respect to the Transportation Fund for Clean Air Amendment to the Contra Costa County Program Manager Expenditure Program; seconded by Ms. Mossar; carried unanimously by acclamation.

6. **Committee Member Comments/Other Business:** Ms. Mossar inquired as to where to report a shuttle bus that was emitting exhaust fumes. Staff indicated the bus should be reported by calling 1-800-EXHAUST.
7. **Time and Place of Next Meeting:** The October 10, 2002 meeting of the Committee was cancelled. The next regularly scheduled meeting of the Committee is at 9:30 a.m., Thursday, November 14, 2002, 939 Ellis Street, San Francisco, California 94109.
8. **Adjournment:** The meeting adjourned at 10:22 a.m.

Respectfully submitted by:

Mary Romaidis  
Clerk of the Boards

**D R A F T**

**MOBILE SOURCE COMMITTEE**

**Follow-up Items for Staff**

**September 12, 2002**

1. Staff to research the feasibility of a pilot project with respect to free transit on Spare the Air days, how it can be implemented, and possible funding sources. The information is to be provided to the Committee within the next few months.
2. Staff to research information on abandoned vehicles, whether the vehicles meet the criteria for the District's Vehicle Buy Back (VBB) program, and whether the VBB policies need to be amended to include some of these vehicles.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
**Memorandum**

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Thomas Perardi  
Director of Planning

Date: December 12, 2002

Re: Carl Moyer Program – Fueling Infrastructure Incentives

**RECOMMENDED ACTION:**

Recommend that:

- 1) the Board award \$250,000 in California Energy Commission (CEC) Fueling Infrastructure funds to Waste Management of Alameda County for a publicly accessible liquefied natural gas (LNG) fueling facility; and
- 2) the Board authorize the Executive Officer/APCO to execute a grant funding agreement with Waste Management of Alameda County.

**DISCUSSION**

The California Energy Commission (CEC) was allocated \$2,500,000 in the FY 2000/2001 State Budget to conduct demonstration projects of electric and gaseous or liquefied (natural gas, propane and non-standard gasoline or diesel) fueling infrastructure in conjunction with the Carl Moyer Program. The CEC decided to distribute the available funds to local air districts, which bear primary responsibility for selecting qualifying fueling infrastructure demonstrations. In December 2000, the Air District submitted a grant application to the CEC for \$250,000 in funding for fueling infrastructure. This application was approved, and a grant funding agreement between the Air District and the CEC was executed in April, 2001.

To qualify for funding under this demonstration program, potential sites must meet the minimum fuel throughput levels set forth in state law. These requirements allow the allocation of up to \$14 per million British Thermal Units (BTUs) of gaseous or liquefied fuel dispensed from a publicly accessible facility, with a minimum annual throughput of 14,280 million BTUs.

Air District staff have identified a proposed LNG fueling facility sponsored by Waste Management of Alameda County which meets the required fuel throughput levels. The proposed station would be located at 172 98th Avenue in Oakland. This location is one block from Interstate 880 and along the main approach to the Oakland Airport. (See attached map.) The proposed station will support a number of heavy duty LNG garbage

trucks funded through the Transportation Fund for Clean Air (TFCA). Additionally, AC Transit is considering the purchase of LNG transit buses and has identified the proposed station as a near-term fueling option.

Based on the estimated fuel consumption for the 16 LNG trucks that Waste Management of Alameda County has already committed to operating in the Oakland area, annual throughput at the proposed station will be 26,950 million BTUs of natural gas. This equates to 185,000 gallons of LNG per year. This throughput exceeds the minimum requirements set forth in state law and by the CEC.

This allocation must also be approved by the CEC. If approved by the Committee and Board, Air District staff will submit the required project information to the CEC.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funds for this grant are available from the California Energy Commission. Approval of the funding for the proposed LNG fueling station imposes no new impacts on the Air District's budget.

Respectfully submitted,

Thomas Perardi  
Planning and Research Director

Prepared by: Michael Murphy  
Reviewed by: Thomas Perardi

FORWARDED: \_\_\_\_\_

**Proposed Natural Gas Fueling Station Site  
172 98th Avenue, Oakland California**



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Teresa Lee  
Director of Public Information and Outreach

Date: December 12, 2002

Re: Receive a report on the status of shuttles in the Bay Area and an ongoing Bay Area Clean Air Partnership (BAYCAP) project to coordinate shuttle programs, including highlights of successful shuttle programs.

RECOMMENDED ACTION:

Information.

REPORT

**AIR DISTRICT SHUTTLE SUPPORT**

The Bay Area Air Quality Management District supports and promotes the use of shuttles as a means to encourage public transit use. Shuttles are most commonly used to complete commute trips to and from employment locations, so that commuters can travel conveniently between a public transit node and their workplace. To the extent that transportation by public transit/shuttle mode can be made safe, fast, and convenient, workers will choose that alternative over driving. The public transit choice reduces personal driving use, thereby reducing congestion and air pollution.

The District promotes shuttle use in various ways:

1. Transportation Control Measures in air quality plans
2. Comments and recommendations on development plans and projects in the Bay Area
3. Recommendations for mitigation of air quality impacts in the "BAAQMD CEQA Guidelines" distributed to planners
4. Financial subsidies and incentives through the District's Transportation Fund for Clean Air
5. Cooperative efforts with the BayCAP group to coordinate and encourage shuttle operations

The TFCA program began in 1992 and, since inception, has provided more than \$28 million to fund a multitude of shuttle projects in the Bay Area. Some are funded directly by the District through TFCA's competitive "Regional" fund process. Others are funded by individual counties through the TFCA's individual County Program Manager fund process. A list of funded projects is provided as attachment A.

**THE BAY AREA CLEAN AIR PARTNERSHIP (BayCAP) SHUTTLES PROJECT**

The Bay Area Clean Air Partnership (BayCAP) has also been working on shuttles because of their potential to increase the recognition, funding, and coordination of shuttle services, as well as bring more riders onto public transit. BayCAP is a voluntary coalition of some of the Bay

## AGENDA: 5

Area's larger employers and was formed in 1998 as a public/private partnership to work cooperatively on projects that voluntarily reduce vehicle emissions and improve air quality. The founding members of BayCAP are the Air District, the Bay Area Council, and the Silicon Valley Manufacturing Group. We expect benefits in regional coverage, scheduling, insurance, ridership, and overall efficiency and level of service.

Last year, key BayCAP members came together and decided there was a need to work on shuttle coordination. Heretofore shuttles were operated by public and private entities with limited coordination. The overall goal of the BayCAP program is to bring shuttle operators – public and private – together to work on common issues, including increasing the use of transit by expanding shuttle services. One objective of this effort is to get the various private and public shuttle operators together to share information.

The project has a 25-person public/private working group including the Air District, MTC, the Bay Area Council, Silicon Valley Manufacturing Group, BART, Caltrain, VTA, AC Transit, UC Berkeley, Stanford, Sun Microsystems, Lockheed-Martin, Emeryville TMA, Peninsula Alliance, the City of Palo Alto, and others. The group is working on two parallel tracks. First, we are inventorying existing Bay Area shuttle programs—basic information, best practices, costs, key issues, and barriers. This has not been done before. Second, we are now using that information to develop an expanded regional shuttle system.

### *Inventory Information*

- 170+ shuttle routes in the Bay Area.
- Operated by employers, transit operators, cities, universities, hospitals, business associations, and others (often contracted out to private vendors).
- Usually funded by public/private partnerships involving the Air District, transit operators, businesses, cities, congestion management agencies, and sales tax authorities.
- Designed to complement fixed-route buses by offering meet-the-train, limited-stop service to specific target destinations.
- Mostly operated during peak hours, but now expanding to include mid-day, evening, and weekend services.
- Vehicles primarily diesel with about 20 CNG, electric, or hybrids.
- Nearly all free and most open to all riders.

### *Best Practices*

- Integrated System: in San Mateo County, Caltrain, Samtrans, Peninsula Alliance, employers, cities C/CAG and the Transportation Authority have created the most extensive shuttle system in the region.
- Early planning: ACE and VTA designed shuttles as an integral part of the ACE service. Now, more than 40 percent of ACE riders use a seamless system of shuttles.
- Finance: Caltrain understands that investing in shuttles increases rail ridership and revenue.
- Private funding: Emery-Go-Round used 100% private funding to build a 7-day per week system carrying 600,000 workers, shoppers and residents.
- Cost-effective: UC Berkeley created an extensive and cost-effective shuttle system through an agreement with AC Transit to supply used buses, maintenance, and driver training.
- Employer: Sun Microsystems uses an 8-route system to Caltrain, BART and ACE stations carrying 450 riders per day.

## **AGENDA: 5**

- Employer Assistance: Peninsula Alliance has created model for attracting and sustaining employer funding and participation.
- Clean Fuel: Silicon Valley Power (City of Santa Clara) operates the Breathe Easy Express (BEE) using three electric-propane hybrid vehicles.

### *Key Barriers and Issues:*

- No consistent regional shuttle program;
- Not yet integrated into regional rail planning;
- Limited funding regionally and locally;
- Not institutionalized at some transit agencies;
- Employer responsibilities too burdensome for many companies;
- Lack of Transit First policies in cities slows shuttles down in congested traffic; and
- Very little experimentation with home-end shuttles.

### *BayCAP Actions:*

- Working closely with MTC to develop the shuttles chapter for Future Study Measure #5: Station Access for the 2001 Ozone Attainment Plan
- Partnering with MTC to significantly expand shuttle planning in the Regional Rail Study and the annual SB 1474 Transit Coordination Plan
- Developing strategies for replicating the San Mateo “integrated shuttle system” in other counties
- Working with BART to increase the role of shuttles in 14 new station access plans
- Facilitating new partnerships to attack specific issues
  - Examples: AC/Stanford/Sun for Dumbarton express bus/shuttle system
  - BART/Alliance/Samtrans for shuttles at four new BART stations in San Mateo
  - Emeryville/UC for new Emery-Go-Round “home base”
- Facilitating discussions between Air District staff and shuttle programs on clean fuel and diesel emissions issues

## **SAN LEANDRO SHUTTLE PRESENTATION**

One shuttle operator from the City of San Leandro will report on their experience with a project that received \$147,000 in TFCA Regional Funds in the FY 01/02 funding cycle.

Respectfully submitted,

Teresa Lee  
Director of Public Information and Outreach

Prepared by: Liz Berdugo  
Reviewed by: J. Roggenkamp, A. Gordon, T. Lee

FORWARDED: \_\_\_\_\_

**Attachment A**  
**Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via County Program Manager (40%) Fund**

<b>Project #*</b>	<b>County</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>TFCA\$ Awarded</b>
02SOL01	SOL	Solano Transportation Authority	Citylink Route 30 CNG Feeder Bus Service	\$26,800
02SM02	SM	City of Menlo Park	Non-Peak Shuttle	\$30,732
02SM01	SM	SamTrans	SamTrans Shuttles to BART	\$428,353
02SF07	SF	County of San Francisco	Hall of Justice Shuttle Project	\$63,000
02SF06	SF	University of California, San Francisco	UCSF Mission Bay Shuttle	\$71,000
02SF05	SF	San Francisco Public Utilities Commission	PUC 24th Street BART Station Shuttle	\$35,000
02SC09	SC	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$610,000
02NAP03	NAP	Napa County Transportation Planning Agency	Additional Service to Vallejo Ferry	\$5,826
01SM03	SM	City of Menlo Park	Off-Peak Shuttle	\$30,000
01SM01	SM	SamTrans & Peninsula Congestion Relief Alliance	SamTrans Shuttle Bus Program & TDM/TSM Program	\$775,578
01SF04	SF	County of San Francisco	Hall of Justice Shuttle	\$55,000
01SC06	SC	City of Sunnyvale	2 CNG Vehicles	\$9,000
01SC03	SC	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$491,227
01NAP02	NAP	City of Napa	NVT/Vallejo Ferry Feeder Bus Connection	\$13,875
01CC04	CC	County of Contra Costa	Pleasant Hill BART Shuttle	\$54,388
01ALA13	ALA	Alameda County CMA	ACE Shuttle Service	\$185,000
00SM07	SM	City of Menlo Park	Sand Hill Shuttle	\$27,370
00SM05	SM	City of Menlo Park	Dumbarton Express Shuttle	\$32,000
00SM04	SM	City of Menlo Park	Non-Peak Shuttle	\$30,000
00SM03	SM	SamTrans	SamTrans Shuttles to BART	\$435,000
00SM02	SM	City of San Mateo	Free Commuter Shuttle	\$32,500
00SF06	SF	County of San Francisco	Hall of Justice Shuttle	\$55,000
00SC09	SC	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$456,377
00SC02	SC	City of Palo Alto	Palo Alto/Stanford Shuttle Integration	\$47,500
00NAP02	NAP	City of Napa	NVT/Vallejo Ferry Feeder Bus Connection	\$36,400
00MAR07	MAR	Golden Gate Bridge Highway and Transportation District	Route 29 Feeder Bus Service to Ferry	\$42,000
00MAR04	MAR	Golden Gate Bridge Highway and Transportation District	Larkspur/Bon Air Ferry Feeder Bus Service	\$18,000
00CC06	CC	Central Contra Costa Transit Authority	ACE Shuttle	\$34,000

\* BAAQMD Project Number - first two digits indicate year of project approval

December 12, 2002

**Attachment A**  
**Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via County Program Manager (40%) Fund**

<b>Project #*</b>	<b>County</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>TFCA\$ Awarded</b>
00CC05	CC	Town of Moraga	Moraga Way Shuttle	\$22,000
00ALA13	ALA	Livermore-Amador Valley Transit Authority	ACE Shuttle Service in Livermore Amador Valley	\$243,750
00ALA10	ALA	AC Transit	Feeder Bus Service to Chabot Observatory	\$400,000
00ALA05	ALA	City of Emeryville	Emery Go Round Shuttle	\$10,000
99SOL11	SOL	City of Vallejo	Shuttle - Mare Island	\$50,000
99SOL01	SOL	City of Benicia	Feeder Bus Service - Pleasant Hill BART	\$29,600
99SM05	SM	City of San Mateo	Shuttle - Transit Center	\$39,150
99SM04	SM	City of Burlingame	Shuttle - Downtown Free Bee	\$78,523
99SM03	SM	City of Menlo Park	Shuttle - Mid-Day	\$30,500
99SM02	SM	City of Menlo Park	Shuttle - Marguerite	\$43,687
99SM01	SM	SamTrans	Shuttle - Sam Trans (8 routes)	\$311,833
99SF03	SF	County of San Francisco	Hall of Justice Shuttle	\$51,000
99NAP02	NAP	City of Napa	Feeder Bus Service - Vallejo Ferry	\$50,200
98SOL01	SOL	City of Benicia	Shuttle Bus Service - Southampton Express to Pleasant Hill BART	\$40,000
98SM11	SM	City of Menlo Park	Shuttle Bus Service to CalTrain (off-peak).	\$33,003
98SM05	SM	City of Foster City	Shuttle Bus Service - Daly City BART Shuttle	\$58,500
98SM04	SM	City of Burlingame	Shuttle Bus Service - Millbrae CalTrain Station	\$87,000
98SM03	SM	City of Menlo Park	Shuttle Bus Service - Dumbarton Express	\$60,000
98SM02	SM	City of Menlo Park	Shuttle Bus Service to CalTrain (Marguerite)	\$60,000
98SM01	SM	SamTrans	Shuttle Bus Service to BART Stations	\$306,767
98SF07	SF	County of San Francisco	Shuttle Bus Service - Golden Gate Park	\$100,000
98SF02	SF	County of San Francisco	Shuttle Bus Service - Hall of Justice	\$49,000
98SC12	SC	Santa Clara Valley Transportation Authority	Shuttle Bus Service - San Jose Arena	\$199,192
98SC02	SC	Santa Clara Valley Transportation Authority	Shuttle Bus Service - Light Rail	\$427,534
98CC18	CC	City of San Ramon	Shuttle Bus to Altamont Commuter Express	\$110,000
98ALA16	ALA	Livermore-Amador Valley Transit Authority	Shuttle Bus Service - Altamont Commuter Express	\$150,660
97SOL04	SOL	City of Vallejo	Feeder Bus Service - Vallejo Ferry	\$93,154
97SOL01	SOL	City of Benicia	Feeder Bus Service - Pleasant Hill BART	\$108,328

\* BAAQMD Project Number - first two digits indicate year of project approval

December 12, 2002

**Attachment A**  
**Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via County Program Manager (40%) Fund**

<b>Project #*</b>	<b>County</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>TFCA\$ Awarded</b>
97SM19	SM	City of Menlo Park	Off-Peak CalTrain Shuttle	\$32,550
97SM12	SM	City of Menlo Park	CalTrain Shuttle	\$56,250
97SM08	SM	SamTrans	BART Shuttle Program	\$136,806
97SM06	SM	City of Menlo Park	Dumbarton Express Shuttle	\$51,300
97SM05	SM	City of Foster City	BRIDG Shuttle	\$33,219
97SF06	SF	National Parks Service	Presidio Shuttle	\$150,000
97SF05	SF	County of San Francisco	Hall of Justice Shuttle	\$43,000
97SC05	SC	Santa Clara Valley Transportation Authority	CalTrain Shuttle Program	\$264,879
97MAR02	MAR	Golden Gate Bridge Highway and Transportation District	Shuttle Bus Service	\$79,691
97ALA28	ALA	City of Emeryville	Shuttle-BART Integration Project	\$40,000
97ALA18	ALA	City of Oakland	Broadway Shuttle Service - 5th Shuttle	\$59,220
97ALA09	ALA	County of Alameda	Santa Rita Jail - BART Shuttle Service	\$69,209
96SOL04	SOL	City of Vallejo	Feeder Bus to Ferry Terminal	\$31,495
96SOL03	SOL	City of Suisun City	Feeder Bus to Suisun City Amtrak Station	\$75,000
96SOL01	SOL	City of Benicia	Feeder Bus to BART	\$150,000
96SM38	SM	City of Burlingame	Shuttle - Burlingame Mid-Day	\$55,000
96SM30	SM	City of Foster City	Shuttle - San Mateo BRIDG East Bay	\$100,000
96SM29	SM	City of Menlo Park	Shuttle - Menlo Park/Palo Alto CalTrain Station	\$75,000
96SM25	SM	Multi-City TSM Agency	Shuttle Program (MTSMA) - SamTrans BART	\$100,000
96SM24	SM	SamTrans	Shuttle Program - SamTrans BART	\$100,000
96SM09	SM	City of Burlingame	Shuttle - Broadway Commuter	\$32,350
96SM04	SM	City of Menlo Park	Shuttle - Menlo Park CalTrain	\$50,100
96SM03	SM	Town of Portola Valley	Voluntary Trip Reduction (Menlo Park Mid-Day Shuttle)	\$2,450
96SM01	SM	City of San Carlos	Shuttle - Harbor San Carlos CalTrain	\$22,050
96SF04	SF	County of San Francisco	Shuttle - Hall of Justice/Civic Center BART	\$37,100
96SC05	SC	Santa Clara Valley Transportation Authority	Shuttle - San Jose Arena	\$422,200
96NAP01	NAP	City of Napa	Feeder Bus - Napa Valley Transit Ferry/BARTLink Connection	\$45,000
96ALA21	ALA	City of Berkeley	Berkeley Electric Shuttle (BEST)	\$328,035

\* BAAQMD Project Number - first two digits indicate year of project approval

December 12, 2002

**Attachment A**  
**Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via County Program Manager (40%) Fund**

Project #*	County	Sponsor	Project Title	TFCA\$ Awarded
96ALA06	ALA	City of Emeryville	Shuttle - BART Integration Project	\$10,000
95SOL03	SOL	City of Fairfield	Bus service to Suisun City Amtrak Station	\$100,000
95SOL02	SOL	City of Benicia	Bus service to Pleasant Hill BART	\$107,937
95SM26	SM	City of San Carlos	Harbor Shuttle	\$14,337
95SM13	SM	City of Foster City	Shuttle Bus-Foster City/Hayward BART Station	\$82,656
95SM02	SM	City of Burlingame	Caltrain Shuttle & Trip Reduction	\$29,300
95SF04	SF	County of San Francisco	Hall of Justice Shuttle	\$27,780
95SC36	SC	Santa Clara Valley Transportation Authority	Light Rail Shuttle Program	\$27,777
95SC10	SC	Santa Clara Valley Transportation Authority	San Jose Arena Shuttle	\$100,000
95NAP05	NAP	City of Napa	Transit Connection to Vallejo Ferry	\$30,000
94SOL03	SOL	City of Benicia	Benicia Bus Service to BART	\$45,000
94SOL01	SOL	City of Fairfield	Suisun City Bus Service to Amtrak	\$106,000
94SM22	SM	City of San Carlos	Harbor Shuttle	\$17,569
94SM16	SM	City of Burlingame	Burlingame Caltrain Shuttle	\$7,500
94SM06	SM	SamTrans	BART-Daly City Shuttle Bus Service	\$197,969
94SF01	SF	San Francisco State University	Electric Powered Shuttle Bus	\$143,000
94SC34	SC	Santa Clara Valley Transportation Authority	Light Rail Shuttle Program	\$637,517
94SC05	SC	Santa Clara Valley Transportation Authority	San Jose Arena Transit Shuttle	\$500,000
94NAP01	NAP	Napa County Transportation Planning Agency	NVT Fixed-route Service Operations	\$30,000
93SOL03	SOL	City of Suisun City	Feeder Service to AMTRAK Station	\$94,000
93SOL02	SOL	City of Benicia	Benecia Shuttle Bus to BART	\$41,750
93SM04	SM	SamTrans	SamTrans BART Shuttle Bus	\$151,875
93NAP01	NAP	County of Napa	NVT Fixed Route Service to Ferry	\$65,000
92SOL01	SOL	City of Benicia	Benicia Fixed Route BART Connection	\$29,100
92SF01	SF	San Francisco County Transportation Authority	Hall of Justice/BART/MUNI Shuttle Service	\$28,500
			<b>GRAND TOTAL</b>	<b>\$12,640,778</b>

\* BAAQMD Project Number - first two digits indicate year of project approval

December 12, 2002

## Attachment A

### Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via Regional (60%) Competitive Fund

Project #*	County	Sponsor	Project Title	TFCA\$ Awarded
02R54	SM	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	\$1,000,000
02R08	SC	Santa Clara Valley Transportation Authority	Shuttle Program: Altamont Commuter Express	\$812,163
01R39	SC	Santa Clara Valley Transportation Authority	Shuttle Bus Service -- ACE Commuter Rail	\$782,000
01R14	SM	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Service - Existing Routes	\$1,000,000
01R12	ALA	City of San Leandro	West San Leandro Shuttle	\$147,000
00R45	SC	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	\$566,596
00R24	SM	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Service	\$793,381
99R47	REG	AC Transit	Feeder Bus Service - Warm Springs/ACE	\$129,500
99R46	REG	AC Transit	Feeder Bus Service - Ardenwood/Gateway/BART	\$128,359
99R30	SM	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Service	\$723,905
99R06	SC	Santa Clara Valley Transportation Authority	Shuttles to ACE Trains	\$239,089
98R82	SM	Peninsula Corridor Joint Powers Board	Shuttle Program	\$724,221
98R33	SC	Santa Clara Valley Transportation Authority	Altamont Commuter Express (ACE) Shuttle	\$207,286
97R78	ALA	Lawrence Berkeley National Laboratory	Shuttle Feeder Bus Service - BART/LBL	\$130,000
97R62	REG	AC Transit	Shuttle Feeder Bus Service - Weekend Svc. to BART Stations	\$1,000,000
97R58	SM	Peninsula Corridor Joint Powers Board	Shuttle Feeder Bus Service-CalTrain Stations	\$262,164
97R53	SF	San Francisco International Airport	Shuttle Feeder Bus Service-CalTrain-SFO	\$46,400
97R28	ALA	Alameda County Surplus Property Authority	Shuttle/Feeder Bus - Santa Rita Jail to BART	\$21,763
96R33	REG	AC Transit	Feeder Bus Service	\$991,019
96R25	SM	Peninsula Corridor Joint Powers Board	CalTrain Shuttle Bus Program	\$460,100
95R44	ALA	University of California, Berkeley	Special Events Shuttles	\$301,000
95R42	SM	Peninsula Corridor Joint Powers Board	Regional Rail Shuttle Program	\$864,418
95R37	SC	Santa Clara Valley Transportation Authority	Guadalupe Corridor Light Rail Shuttle Bus Service	\$369,117
95R26	SF	University of California, San Francisco	UCSF Shuttle - 24th St. BART/SF Gen. Hosp.	\$40,459
95R20	CC	City of Pleasant Hill	Rossmoor Shuttle Program	\$37,050
95R14	ALA	Lawrence Berkeley National Laboratory	BART Shuttle Buses	\$427,702
94R74	SC	Santa Clara Valley Transportation Authority	Light-Rail Shuttle Bus Service	\$420,000
94R70	ALA	City of Berkeley	West Berkeley Shuttle Bus Service	\$30,000

\* BAAQMD Project Number -first two digits indicate year of project approval

## Attachment A

### Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) Funding Awards to Shuttle Projects via Regional (60%) Competitive Fund

Project #*	County	Sponsor	Project Title	TFCA\$ Awarded
94R50	CC	Western Contra Costa Transit Authority	Martinez - Richmond Feeder Bus Service	\$177,750
94R42	SM	Peninsula Corridor Joint Powers Board	CalTrain Shuttle Bus Program	\$665,771
94R40	ALA	Cal State Hayward	BART Shuttle Service	\$45,175
94R32	SOL	City of Vallejo	Expansion of Route 80 BartLink Feeder Bus Serv.	\$238,853
94R22	SF	San Francisco International Airport	CalTrain-SFO Shuttle	\$77,669
93R81	SOL	City of Fairfield	BART Feeder Service	\$92,151
93R74	ALA	Cal State Hayward	Clean Fuel Shuttle	\$32,500
93R67	SC	Santa Clara Valley Transportation Authority	Light-Rail Shuttle Bus Service	\$350,000
93R54	ALA	City of Oakland	Broadway Shuttle Bus Project	\$450,000
93R43	SM	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Program	\$133,750
93R03	SF	San Francisco International Airport	SFO-Caltrain Shuttle Project	\$60,000
92R92	SM	Peninsula Corridor Joint Powers Board	Shuttle Program	\$542,000
92R84	REG	Metropolitan Transportation Commission	BART-SFO Shuttle	\$116,400
92R74	CC	Central Contra Costa Transit Authority	Martinez BART Feeder Bus	\$201,000
92R60	ALA	City of Emeryville	Shuttle to BART	\$32,000
92R50	SM	City of Menlo Park	Caltrain Shuttle	\$27,400
92R45	SM	Peninsula Congestion Relief Alliance	Northern San Mateo Shuttle Program	\$183,985
			<b>GRAND TOTAL</b>	<b>\$16,081,096</b>

\* BAAQMD Project Number -first two digits indicate year of project approval

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Thomas Perardi  
Director of Planning

Date: December 12, 2002

Re: Vehicle Buy Back (VBB) Program and Abandoned or Donated Vehicles

RECOMMENDED ACTION:

Information item: no action required.

BACKGROUND

At the September 12, 2002, Mobile Source Committee meeting, the Committee asked staff to gather information on abandoned vehicles to determine if they meet the District's VBB program criteria and/or if VBB policies need to be amended to include these vehicles. This memorandum also addresses the feasibility of purchasing vehicles donated to charities.

DISCUSSION

Abandoned Vehicles

Staff researched the issue of the eligibility of abandoned vehicles for the VBB program posed by the Mobile Source Committee at their meeting, September 12, 2002. Our research indicates that exceedingly few 1981 or older abandoned vehicles would be eligible for the VBB program. The California Vehicle Code (CVC) prescribes that if an abandoned vehicle is not claimed by its owner, it may be junked or sold through a lien sale. Operators of yards that store abandoned vehicles told District staff that it is rare for abandoned 1981 or older vehicles to be sold in a lien sale and continue to be driven. They indicated that almost all of these older abandoned vehicles are either junked or sold for parts. Therefore, abandoned 1981 and older vehicles are currently being removed from the roadways and scrapped at no expense to the District.

Most abandoned 1981 and older vehicles would not be eligible for the VBB program. They would not be eligible because they do not meet the functional requirements of the program that require they be operable and not missing parts. In addition, many of these vehicles would not meet the registration requirements of the VBB program, such as being currently registered and smogged. Relaxing VBB program requirements to allow abandoned vehicles to be eligible for the program would worsen the cost-effectiveness of the program. In addition, relaxing the VBB program requirements to allow abandoned vehicles would flood the program with vehicles. In the City of Hayward alone, over 1,000 abandoned vehicles have been junked between January and September of this year. The intent of the VBB program requirements is to buy and scrap vehicles that would otherwise continue to be

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driven and pollute. Relaxing VBB requirements to buy vehicles that are not being driven nor polluting and are already being scrapped through abandoned vehicle programs, would not achieve additional emission reductions and would seriously reduce the effectiveness of the VBB program.

### Donated Vehicles

Staff previously researched the feasibility of purchasing vehicles donated to charities and reported its findings to the Public Outreach Steering Committee on June 28, 1999. Similar to abandoned vehicles, most of the 1981 and older vehicles that owners attempt to donate to charities are inoperable and therefore ineligible for the VBB program. Operable 1981 and older vehicles are of such little value that after towing and auction house expenses are paid, these vehicles are a net financial loss to the charities. Hence, charities are not accepting these vehicles and the owners of these vehicles are scrapping them. Purchasing these vehicles through the VBB program would not achieve emission reductions.

### BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Thomas Perardi  
Planning and Research Director

Prepared by: Joseph Steinberger  
Reviewed by: Thomas Perardi

FORWARDED: \_\_\_\_\_

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Thomas Perardi  
Director of Planning

Date: December 12, 2002

Re: Promoting Biodiesel

RECOMMENDED ACTION:

Recommend that the Board of Directors approve expenditure of up to \$75,000 to:

1. Enter into a contract with a consultant to prepare a feasibility study for the use of biodiesel in the Bay Area, and
2. Develop a pilot project that would demonstrate conversion of dairy and/or agricultural waste products to biodiesel.

BACKGROUND

At the April 11, 2002, Mobile Source Committee meeting, the Committee asked staff to research a potential pilot project using or promoting the use of biodiesel. Staff was also requested to determine ways the District can promote an awareness of biodiesel and to provide that information to the Committee at a future date.

DISCUSSION

Staff has been investigating a variety of potential biodiesel pilot projects as well as the benefits of increasing awareness of biodiesel. Projects have been divided into four categories: planning, pilot project, supply side projects and demand side projects. Following are issues associated with the four categories and a description of potential projects.

Planning – Staff believes that a critical first step is the development of a feasibility study for the use of biodiesel in the Bay Area. The study would quantify the recoverable biodiesel feedstock from waste streams, assess the environmental benefits from recycling this waste stream, identify production technology and costs, and finally prepare a biodiesel feasibility plan for the Bay Area. The District has received an unsolicited proposal that would address these issues, but it may be preferable or necessary to go out to bid. Staff believes that a feasibility study would provide a highly valuable resource in assessing the potential long-term benefits of developing local biodiesel production and use.

Pilot Project – Staff has researched potential pilot projects that would showcase the recycling of locally produced waste oils and fats into biodiesel for use in local fleets. One such pilot project would convert local dairy and agricultural waste products to biodiesel for use in the producer's diesel fleets. The pilot project would demonstrate the potential for

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resource recovery and conversion of waste products to biodiesel in two local industries and the use of the fuel in their respective fleets.

Supply Side - Supply side projects would develop a local supply of biodiesel. According to the National Biodiesel Board, the Bay Area's potential primary local source of biodiesel feedstock is from restaurant waste oil, called "yellow grease". Other local sources of biodiesel feedstock include fats and oils from rendering plants, dairy farms and agriculture. The Bay Area generates approximately 18 million gallons of yellow grease annually, most of which is shipped overseas. This amount of grease would produce approximately 90 million gallons of B20 biodiesel, or 17% of the entire diesel used in the Bay Area annually. Currently the Bay Area imports soy-based biodiesel and there are two sites for "retail" sales, San Francisco and Point Richmond.

Staff is investigating the potential of developing biodiesel production facilities locally using yellow grease from local recyclers. The first local biodiesel production facility, located in San Jose, is expected to begin production in early 2003, and will be using yellow grease feedstock from a recycler operating in the vicinity of Stanford University. Expanding local biodiesel production would achieve long-term air emission benefits, stimulate the local economy, supplant nonrenewable fuels with renewal fuels, and recycle a waste product.

Demand Side - Demand side projects would introduce diesel fleet operators to this emerging fuel. One type of demand side project would replace the use of straight petroleum diesel with a B20 biodiesel mixture (20% biodiesel and 80% petroleum diesel). A small number of diesel fleet operators in the Bay Area are already using biodiesel successfully. It appears that the impediment to expanded use of this fuel lies in its higher cost. Further implementation of this project type would probably depend upon public funding for some portion of the increased cost of the biodiesel. The timing for this project type is less than desirable because it appears that suppliers of biodiesel are stockpiling feedstock and raising the price of the fuel with the hope of increased subsidies they might receive from a future Federal Energy Policy. The type of project described below would be the most expeditious in terms of using the District's available funds quickly, but they would only achieve short-term emission reductions.

1. Biodiesel fuel subsidy for Michael's Transportation, providing school bus services.
2. Biodiesel fuel subsidy for East Side School District school bus program in San Jose.
3. Biodiesel fuel subsidy for SFO shuttle services.
4. Biodiesel fuel subsidy for Petaluma Transit.

Staff believes the school bus projects would have the greatest air emission benefits, followed by the SFO shuttle services, and last the transit project. A biodiesel school bus project, especially in a denser urban environment, such as San Francisco, would have the greatest health benefit by reducing exposure to residents, especially children, who are sensitive. The perception, and in some cases the reality, that school buses are high emitters of particulate also make this project type desirable.

A successful biodiesel pilot project with SFO shuttle services has already been conducted. Since the airport has already conducted a pilot project, funding this project would not expose new diesel fleet operators at the airport to this emerging fuel. Using biodiesel in the semi-enclosed and congested areas of the airport where shuttle buses operate/idle, and where passengers and employees would be exposed to particulate emissions, would optimize health benefits.

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Funding the Petaluma Transit project would have the least air emission health benefits because the service operates in areas with lower population density.

Public Awareness of Biodiesel – The Mobile Source Committee directed staff to determine ways the District can promote an awareness of biodiesel. Staff at the California Energy Commission (CEC) say that public fleet operators are quite knowledgeable about biodiesel and that campaigns to further educate them would not significantly alter their use of the fuel. The Federal Energy Policy Act of 1992 mandates use of alternative fuels, such as biodiesel, by public fleets. In regard to private fleet operators, CEC staff indicated that biodiesel costs and availability, and not awareness, are the primary factors in biodiesel not capturing a greater market share.

### BUDGET CONSIDERATION/FINANCIAL IMPACT

Approval of the recommended projects will have no net impact on the District's budget. The District has received \$2,484,533 from the California Air Resources Board *Back-up Generator Mitigation* (BUG) funds and \$75,000 of that total was earmarked for renewable fuels projects. The two activities proposed here would be funded through that allocation.

### RECOMMENDED ACTION:

Recommend that the Board of Directors approve expenditure of up to \$75,000 to:

1. Enter into a contract with a consultant to prepare a feasibility study for the use of biodiesel in the Bay Area, and
2. Develop a pilot project that would demonstrate conversion of dairy and/or agricultural waste products to biodiesel.

Respectfully submitted,

Thomas Perardi  
Planning and Research Director

Prepared by: Joseph Steinberger  
Reviewed by: Jean Roggenkamp

FORWARDED: \_\_\_\_\_

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
**Inter-office Memorandum**

To: Chairperson Tim Smith and  
Members of the Mobile Source Committee

From: Terry Lee  
Director of Public Information and Outreach

Date: December 3, 2002

Re: Livermore Amador Valley Transit Authority (LAVTA) proposal for “no fare” transit on Spare the Air days

**RECOMMENDED ACTION:**

Informational

**BACKGROUND**

Staff will report on a proposal to have no fare transit on the Livermore Amador Valley bus system (WHEELS) to reduce vehicular emissions on Spare the Air days.

**DISCUSSION**

The Air District has received a proposal from Livermore Amador Valley bus system (WHEELS) to fund no fare transit on the Spare the Air days. WHEELS serves the cities of Livermore, Dublin and Pleasanton, which were the only locations to exceed the federal one-hour ozone standard this summer. The original proposal received by the Air District was for TFCA funding. The project did not score high enough to receive TFCA funds and staff was asked to research the applicability of Congestion Mitigation Air Quality (CMAQ) funding for the proposal.

This project could demonstrate the potential for increased transit ridership on high ozone days, particularly in a suburban setting where the housing density is lower and it is harder to attract riders. WHEELS has a daily ridership count of 7500. The goal would be to increase this by 10 percent or 750 additional riders.

The initial LAVTA proposal was for \$84,250 based on funding twelve Spare the Air days. Given the number of Spare the Air days over the past three summers (an average of six per year) and the limited amount of funding that the Air District has available, we are considering funding up to eight no fare days for a total of up to \$55,605. LAVTA would provide a local match of \$32,670.

In addition to the funding match, the Transit Authority would be responsible for running the program, including outreach, surveys and reporting on mutually agreeable milestones. Air District will meet with LAVTA staff on Monday, December 9<sup>th</sup> and will report to the Mobile Source Committee on the status of the discussions.

**BUDGET CONSIDERATION/FINANCIAL IMPACT**

Staff is researching the use of CMAQ funding for this proposal. It is unclear at present if this is an appropriate and approvable use of CMAQ funds. If CMAQ funds are not

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available, the Air District would have to make a decision on whether or not to use funds from the General Reserve for the proposal.

Respectfully submitted,

Teresa Galvin Lee  
Director of Public Information and Outreach

Prepared by: Teresa Lee  
Reviewed by : Peter Hess

FORWARDED: \_\_\_\_\_